



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2006-14

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Federal Aviation Administration
Regulatory Support Division
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-01			
2005-22-10	R	Airbus	A320-111, -211, -212, -214, -231, -232, and -233
2005-24-11	COR, S 2003-09-03	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-25-01	COR	Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2005-26-07		Airbus	A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, and A321-231
2005-26-09		Pratt & Whitney	Engine: JT9D-7R4 turbofan
2005-26-15		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR; EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-26-16	S 98-19-22	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-26-17		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, C4-605R Variant F, F4-605R, F4-622R; A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-26-18	S 2002-01-29	Rolls-Royce Deutschland	Engine: Tay 650-15 and 651-54 turbofan
2006-01-06		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2006-01-51	E	Frakes Aviation	G-73
Biweekly 2006-02			
2006-01-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, AND 1125 Westwind Astra
2006-01-02		McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, MD-90-30
2006-01-03		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, and B4-203
2006-01-04	S 94-11-03	Raytheon	DH.125, HS.125, and BH.125 series; BAe.125 Series 800A (C-29A and U-125), 800B, 1000A, 1000B; Hawker 800 (including variant U-125A), and 1000
2006-01-07		Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-400F, 747SR, and 747SP series
2006-01-08		BAE Systems (Operations) Limited	Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-01-09		BAE Systems (Operations) Limited	BAe 146-100A and -200A series
2006-01-10		Airbus	A300 B4-600, B4-600R, F4-600R series, C4-605R Variant F (collectively called A300-600 series airplanes). A310 series
2006-01-51	FR	Frakes Aviation	G-73 (Mallard) series; and G-73
2006-02-01		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2006-02-02		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-02-03		Raytheon	Hawker 800XP
2006-02-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2006-02-05		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-06		Airbus	A310-203, -204, and -222, A310-304, -322, -324, and -325

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Biweekly 2006-03			
2006-02-09		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2006-02-10		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-11		McDonnell Douglas	C-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2006-03-01		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-03-02		Dassault Aviation	Falcon 2000, Falcon 2000EX
2006-03-03		Rolls-Royce plc	Engine: RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan

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Biweekly 2006-04			
2006-03-04		McDonnell Douglas	DC-8-33, DC-8-51, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-63, DC-8-62F, DC-8-63F, DC-8-71, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2006-03-05	S 93-02-03	Short Brothers	SD3-60 SHERPA, SD3-SHERPA, and SD3-60
2006-03-06		EMBRAER	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-03-07		Fokker	F.28 Mark -700 and 0100
2006-03-09		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-10		Airbus	A318-111 and -112; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211 and -231
2006-03-11		British Aerospace	HS 748
2006-03-12		Boeing	737-100, -200, -200C, -300, -400, and -500
2006-03-13		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F and MD-10-30F, MD-11 and MD-11F
2006-03-14		Rolls-Royce plc	Engine: RB211 Trent 500 Turbofan
2006-03-16		Hamburger Flugzeugbau GmbH	HFB 320 HANSA
2006-04-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes; Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; Model A300 C4-605R Variant F airplanes; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325
2006-04-03		Airbus	A330-201, -202, -203, -223, and -243 airplanes; Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, and -213 airplanes; Model A340-311, -312, and -313 airplanes; Model A340-541 airplanes; and Model 340-642
2006-04-04		Meggitt	Appliance: Smoke Detectors
2006-04-05		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900)
2006-04-06	S 2000-24-02	Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, and -131 airplanes.
2006-04-07		BAE Systems	Bae 146 and Avro 146-RJ
2006-04-08		Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes, A300 B4-605R and B4-622R airplanes, A300 F4-605R and F4-622R airplanes, and A300 C4-605R Variant F airplanes; and Airbus Model A310-304, -322, -324, and -325
2006-04-09		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes CL-600-2D15 (Regional Jet Series 705) airplanes, CL-600-2D24 (Regional Jet Series 900) airplanes.
2006-04-10		Cessna	500, 550, S550, 560, 560XL, and 750

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Biweekly 2006-05			
2000-24-03 R1 2006-04-02	R 2000-24-03	AvCraft Aerospace GmbH Embraer	328-100 EMB-135BJ, -135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-04-11 2006-04-12	S 2004-07-15 S 2004-15-03R1	Airbus General Electric Company	A321-111, -112, and -131 Engine: CF34-3A1, -3B1, CF34-1A, -3A, -3A1, -3A2, and -3B series turbofan
2006-04-13 2006-04-14 2006-05-01	 COR	Gulfstream Boeing Rolls-Royce plc	GIV-X, GV-SP series 757-200, 757-300 series Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-02 2006-05-04	 S 2001-10-03	Boeing General Electric Company	747-200F, 747-200C, 747-400, 747-400D, and 747-400F series Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 turbofan
Biweekly 2006-06			
2006-03-09	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-15		Boeing	747SP, 747SR, 747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series
2006-05-01	COR	Rolls-Royce plc	Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-03		Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-05-06	S 2001-14-07, 2001-15-03, and 2003-19-08	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-05-07 2006-05-08 2006-05-09 2006-05-10		Aerospatiale Boeing Boeing BAE Systems (Operations) Limited	ATR42-200, -300, and -320 777-200 series 747-200C, -200F, -400, -400D, and -400F series BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-05-11	S 2004-02-07	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-06-03		Cessna	500, 501, S550, 550, 551, and 560
2006-06-04	S 93-13-07	McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC 9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), and DC-9-82 (MD-82)
2006-06-05		Boeing	720 and 720B series

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Biweekly 2006-07			
2006-05-11 R1	R 2006-05-11	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-06-07		Fokker	F.28 Mark 0070 and 0100
2006-06-08		General Electric	Engine: CF6-80C2D1F turbofan
2006-06-09		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-06-10		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR series
2006-06-11		Boeing	747-100B SUD, 747-300, 747-400, 747-400D, and 747-200B series
2006-06-12		Aerospatiale	ATR72-101, -102, -201, -202, -211, -212, and -212A
2006-06-13		Airbus	A330-201, -202, -203, -223, -243, A330-301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, and -313
2006-06-14		Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231, and -232
2006-06-15		Airbus	A318-111-112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231, and -232
2006-07-01		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-07-02		Bombardier	DHC-8-301, -311, and -315
2006-07-03		Airbus	A321-111, -112, -131, A321-211 and -231
2006-07-04		Boeing	737-600, -700, -700C, -800, and -900 series
2006-07-05		Airbus	A319-131, -132, -133, A320-232, -233, A321-131, -231, and -232
2006-07-07		Airbus	A300 B4-600, B4-600R, F4-600R series, and C4-605R variant F
2006-07-08		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2006-07-09		Airbus	A318-111 -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231 and -232
2006-07-11		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30
2006-07-12		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2006-07-13		Airbus	A310, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F

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Biweekly 2006-08			
2005-05-20		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747SP, 747SR, 767-200, 767-300, 777-200, 777-300, and 777-300ER
2006-04-13 R1	R 2006-04-13	Gulfstream	GIV-X, GV-SP series
2006-07-10	S 91-09-07	Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2006-07-14		Boeing	767-200, -300, and -300F series
2006-07-16		Bombardier	DHC-8-400 series
2006-07-17		Boeing	727, 727C, 727-100, 727-100C, and 727-200 series
2006-07-18		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-07-19		Aerospatiale	ATR42-200, -300, -320, -500, ATR72-101, -201, -102, -202, -211, -212, and -212A
2006-07-21		Boeing	757-200, and -200PF
2006-07-22		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-07-23		Boeing	757-200, -200PF, -200CB, and -300 series
2006-07-24		Boeing	757-200 and 757-300 series
2006-07-25	S 89-14-02	McDonnell Douglas	DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-61, DC-8-62, DC-8-63, DC-8-61F, DC-8-62F, DC-8-63F, DC-8-71, DC-8-72, DC-8-73, DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2006-07-26		Aerospatiale	ATR42-200, -300, -320, and -500
2006-08-02	S 2004-03-11	Boeing	747-200C and -200F series
2006-08-03		Sicma Aero Seat	Appliance: Cabin attendant seats
2006-08-04		Boeing	767-200, -300, -300F series, and 767-400ER series
2006-08-05		Fokker	F.28 Mark 0100
Biweekly 2006-09			
2006-07-07	COR	Airbus	A300 B4-600, B4-600R, F4-600R series, and C4-605R variant F
2006-08-10		General Electric	Engine: CT64-820-4 turboprop
2006-09-01	S 2005-19-06	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2006-09-02		Boeing	757-200 and -200PF series
2006-09-03		Boeing	727, 727C, 727-100 and 727-100C series
2006-09-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)

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Biweekly 2006-10			
2004-03-15 R1	R 2004-03-15	Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2006-09-04		Dassault Aviation	Falcon 900EX
2006-09-05		Airbus	A310-203, -204, -221, -222, A310-304, -322, -324, and -325
2006-09-06	S 99-07-12	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747-400, 747-400D, and 747SR series
2006-09-07		Airbus	A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541, and A340-642
2006-09-09		Boeing	767-200, -300, -300F, and -400ER series
2006-09-11		Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133; A320-211, -212, -214, -231, -232, -233; A321-111, -112, -131; A321-211 and -231
2006-09-12		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F airplanes (collectively called A300-600 series airplanes); A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-09-13	S 95-04-11	Honeywell International Inc.	Engine: ALF502L, ALF502L-2, ALF502L-2A, ALF502L-2C, and ALF502L-3 series turbofan, and ALF502R series
2006-10-01	S 2003-14-17	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-10-02		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-10-03		Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, and -233
2006-10-04		Boeing	747-200B, 747-200C, 747-200F, 747-300, 747-400, and 747SP series
2006-10-05		SAAB AIRCRAFT AB	SAAB-Fairchild SF340A (SAAB/SF340A) and SAAB 340B
2006-10-06		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 and 440)
2006-10-07		Hamilton Sundstrand	Propeller: 14RF-9

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-11			
2006-10-07	COR	Hamilton Sundstrand	Propeller: 14RF-9
2006-10-08	S 2002-01-15	Boeing	767-200, -300, and -300F series
2006-10-09		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-10-10		Bombardier, Inc.	BD-100-1A10
2006-10-11		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-10-12		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-10-13		Airbus	A330-223, -321, -322, and -323
2006-10-14		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, MD-90-30; and 717-200
2006-10-15		Learjet	45
2006-10-16	S 2002-06-02 S 2003-13-09	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-10-17		Boeing	737-600, -700, -700C, -800, and -900 series
2006-11-01	S 2004-23-08	Airbus	A300 B4-605R, B4-622R, A300 F4-605R and F4-622R
2006-11-02		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2006-11-03		Gulfstream	GV and GV-SP series
2006-11-04	S 2005-12-07	Airbus	A318, A319, A320, and A321
2006-11-05	S 2004-01-20	Rolls-Royce plc	Engine: RB211-22B, RB211-524B, -524C2, -524D4, -524G2, -524G3, -524H, RB211-535C, and -535E series turbofan
2006-11-06		Boeing	767-200 and -300 series
2006-11-07		Raytheon	Hawker 800XP
2006-11-08	S 2002-03-07	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-11-09		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-11-10		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-11-11	S 2001-20-12	Boeing	757-200, -200PF, -200CB, and -300 series
2006-11-12		Boeing	767-200, -300, -300F, and -400ER series
2006-11-13		Boeing	777-200 and -300 series
Biweekly 2006-12			
2006-04-11 R1	R 2006-04-11	Airbus	A321-111, -112, and -131
2006-10-18		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2006-11-15		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2006-12-03		Boeing	747-100B, 747-200B, 747-200F, 747-300, 747-400, 747-400F, and 747SP series
2006-12-04		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2006-12-05	S 2004-08-03	Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 C4-605R Variant F, A300 B4-2C, B4-103, B4-203, A310-203, -204, -221, -222, A310-304, -322, -324, and -325
2006-12-06		Boeing	737-300, -400, -500, -700, -800 series, 747-400, 747-400F series, 757-200 series, 767-300 series, 777-300 series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-13			
2000-11-19 R1	R 2000-11-19	Boeing	767-200 and -300 series
2006-10-01	COR	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
	S 2003-14-17		
2006-12-01		Airbus	A300 B4-605R, B4-622R, A300 C4-605R Variant F, A300 F4-605R, F4-622R, A310-304, -322, -324, and -325
2006-12-02		Airbus	A318, A319, A320, and A321
2006-12-08		Goodrich	Appliance: Evacuation Systems
2006-12-09	S 2004-01-07	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-12-10		Boeing	747-400 series
2006-12-11		Boeing	737-600, -700, -700C, -800, and -900 series
2006-12-12	S 2001-14-22	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR series
2006-12-13	S 2000-05-07	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2006-12-14		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-12-15		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2006-12-16		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, -314, and -315
2006-12-17	S 99-12-08	Boeing	737-200C series
2006-12-18		Short Brothers PLC	SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60
2006-12-19		Hamilton Sundstrand	Propeller: 14RF-19
2006-12-20		Raytheon	HS.125 series 700A, 700B, BAe.125 series 800A (including variants C-29A and U-125), 800B, 1000A, and 1000B, Hawker 800 (including variant U-125A) and 1000, Hawker 800XP
2006-12-21	S 98-20-01	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 400)
2006-12-22		Airbus	A320, A319 and A321
2006-12-23	S 2002-01-01	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2006-12-24	S 95-17-15	General Electric	Engine: CF6-45/-50 and CF6-80A turbofan
2006-12-26		Boeing	777-200, -300, and -300ER series
2006-13-01	S 86-17-05 R1	Boeing	727-200 series
2006-13-02		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-13-03		Boeing	757-200, -200PF, and -200CB series
2006-13-04		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2006-13-07	S 2000-14-12	McDonnell Douglas	MD-11 and MD-11F
2006-13-08		Airbus	A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541, and A340-642
2006-13-09		Boeing	747-400 and 747-400D series
2006-13-13		Boeing	737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-14			
2006-12-08	COR	Goodrich	Appliance: Evacuation Systems
2006-13-13	COR	Boeing	737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series
2006-13-16		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2006-13-17		Boeing	757-200 series
2006-13-18		McDonnell Douglas	DC-9-31, DC-9-32, DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51
2006-14-01		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, -313; A340-541 and -642
2006-14-02		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2006-14-03		Honeywell International Inc.	Engine: TPE331-1, -1U, -1UA, -2, -2UA, -3U, -3UW, -3W, -5, -5A, -5AB, -5B, -5U, -6, -6A, -6U, -8, -8A, -9, -9U, -10, -10A, -10AV, -10B, -10G, -10GP, -10GR, -10GT, -10J, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UJ, -10UK, -10UR, -11U, -11UA, -12, -12B, -12JR, -12UA, -12UAR, -12UER, and -12UHR series turboprop and TSE331-3U model turboshaft
2006-14-06		Airbus	A300 F4-605R, F4-622R, and A300 C4-605R Variant F

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www.gpoaccess.gov/fr/advanced.html

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CORRECTION: [*Federal Register: June 28, 2006 (Volume 71, Number 124); Page 36674;*
www.access.gpo.gov/su_docs/aces/aces140.html]

2006-12-08 Goodrich (Formerly BF Goodrich): Amendment 39-14633. Docket No. FAA-2006-23890; Directorate Identifier 2005-NM-229-AD.

Effective Date

- (a) This AD becomes effective July 17, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Goodrich Evacuation Systems Approved Under Technical Standard Order (TSO) TSO-C69b, as installed on Airbus Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, -213, -311, -312, and -313 airplanes; and Model A340-541 and -642 airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from a report indicating that, during maintenance testing, the pressure relief valves of certain Goodrich evacuation systems did not seal when activated, which allowed the pressure in the slide/raft to drop below the minimum allowable raft mode pressure. We are issuing this AD to prevent loss of pressure in the escape slides/rafts after an emergency evacuation, which could result in inadequate buoyancy to support the raft's passenger capacity during ditching, and increase the chance for injury to raft passengers.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection

(f) Within 36 months after the effective date of this AD: Perform an inspection to determine the part number (P/N) of the pressure relief valve on the Goodrich evacuation systems in accordance with the Accomplishment Instructions of Goodrich Service Bulletin 25-355, dated July 25, 2005.

(1) If any pressure relief valve having P/N 4A3791-3 is installed, before further flight, replace the valve with a new or serviceable valve having P/N 4A3641-1 and mark the girt adjacent to the placard, in accordance with the Accomplishment Instructions of the service bulletin.

(2) If any pressure release valve having P/N 4A3641-1 is installed, before further flight, mark the girt adjacent to the placard in accordance with the Accomplishment Instructions of the service bulletin.

Part Installation

(g) As of the effective date of this AD, no person may install a pressure relief valve having P/N 4A3791-3, on any airplane equipped with Goodrich evacuation systems identified in Goodrich Service Bulletin 25-355, dated July 25, 2005.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(i) None.

Material Incorporated by Reference

(j) You must use Goodrich Service Bulletin 25-355, dated July 25, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Goodrich, Aircraft Interior Products, ATTN: Technical Publications, 3414 South Fifth Street, Phoenix, AZ 85040, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on May 31, 2006.

Jeffrey E. Duven,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5208 Filed 6-9-06; 8:45 am]

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CORRECTION: [*Federal Register: July 3, 2006 (Volume 71, Number 127); Page 37980;*
www.access.gpo.gov/su_docs/aces/aces140.html]

2006-13-13 Boeing: Amendment 39-14666. Docket No. FAA-2006-25102; Directorate Identifier 2006-NM-117-AD.

Effective Date

- (a) This AD becomes effective July 7, 2006.

Affected ADs

(b) This AD is related to paragraph (a) of AD 2003-03-15 R1, amendment 39-13366, and paragraph (a) of AD 2003-14-08, amendment 39-13227. This AD does not supersede the requirements of AD 2003-03-15 R1 or AD 2003-14-08.

Applicability

(c) This AD applies to all Boeing Model 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from reports that airplanes have failed to pressurize, and that the flightcrews failed to react properly to the cabin altitude warning horn. We are issuing this AD to prevent failure of the airplane to pressurize and subsequent failure of the flightcrew to recognize and react to a valid cabin altitude warning horn, which could result in incapacitation of the flightcrew due to hypoxia (lack of oxygen in body) and consequent loss of airplane control.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Revising the Airplane Flight Manuals (AFMs)

(f) Within 60 days after the effective date of this AD, revise the Cabin Pressurization procedures in the Normal Procedures section of the AFMs for Model 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800, and -900 series airplanes to include the following procedure:

"For normal operations, the pressurization mode selector should be in AUTO prior to takeoff."

(g) Within 60 days after the effective date of this AD, revise the Emergency Procedures section of the AFMs for Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, or the Non-Normal Procedures section of the AFMs for Model 737-600, -700, -700C, -800, and -900 series airplanes, as applicable, to include the following procedure:

"WARNING HORN—CABIN ALTITUDE OR CONFIGURATION RECALL

Condition: An intermittent or steady warning horn sounds:

- In flight an intermittent horn indicates the cabin altitude is at or above 10,000 feet
- On the ground an intermittent horn indicates an improper takeoff configuration when advancing thrust levers to takeoff thrust

- In flight a steady horn indicates an improper landing configuration.

If an intermittent horn sounds in flight:

Oxygen Masks and Regulators on, 100%

Crew Communications Establish

Do the Cabin Altitude Warning or Rapid Depressurization checklist.

If an intermittent horn sounds on the ground: Assure proper airplane takeoff configuration.

If a steady horn sounds in flight: Assure proper airplane landing configuration."

Optional Action for Certain Requirements of AD 2003-03-15 R1 and AD 2003-14-08

(h) For Model 737-100, -200, -200C, -300, -400, and -500 series airplanes: Using the phrase, "If the intermittent cabin altitude/configuration warning horn sounds in flight:" in place of the phrase, "If the cabin altitude warning horn sounds:", in the revisions to the "Cabin Altitude Warning or Rapid Depressurization" procedure specified in Figures 2 and 3 of AD 2003-03-15 R1, is acceptable for compliance with the requirements of paragraph (a) of AD 2003-03-15 R1. All other requirements of AD 2003-03-15 R1 remain unchanged.

(i) For Model 737-600, -700, -700C, -800, and -900 series airplanes: Using the phrase, "If the intermittent cabin altitude/configuration warning horn sounds in flight:" in place of the phrase, "Condition: The cabin altitude warning horn sounds:", in the revisions to the "Cabin Altitude Warning or Rapid Depressurization" procedure specified in Figure 1 of AD 2003-14-08, is acceptable for compliance with the requirements of paragraph (a) of AD 2003-14-08. All other requirements of AD 2003-14-08 remain unchanged.

Alternative Method To Revising the AFM

(j) The AFM revisions specified in paragraphs (f) and (g) of this AD may be done by inserting a copy of this AD into the AFM.

(k) When statements identical to those specified in paragraphs (f) and (g) of this AD have been included in general revisions of the AFM, then the general revision(s) may be inserted into the AFM, and the copy of the AD may be removed from the applicable revised sections of the AFM.

Alternative Methods of Compliance (AMOCs)

(1)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(m) None.

Issued in Renton, Washington, on June 15, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5585 Filed 6-21-06; 8:45 am]

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2006-13-16 Boeing: Amendment 39-14669. Docket No. FAA-2006-24271; Directorate Identifier 2006-NM-006-AD.

Effective Date

- (a) This AD becomes effective August 1, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Boeing Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, certificated in any category; as identified in Boeing Special Attention Service Bulletin 727-27-0234, dated November 10, 2005.

Unsafe Condition

(d) This AD results from reports of freeplay-induced vibration of the outboard aileron balance tab and rudder tab. We are issuing this AD to prevent excessive vibration of the airframe during flight, which could result in divergent flutter and loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Compliance Times

(f) Except as provided by paragraph (h) of this AD, at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 727-27-0234, dated November 10, 2005, do the actions specified in paragraph (g) of this AD. Where the service bulletin specifies a compliance time "from the initial release of this service bulletin," this AD requires compliance within the applicable compliance time after the effective date of this AD.

Freeplay Measurement, Related Investigative and Corrective Actions, and Lubrication

(g) At the applicable times specified in paragraph (f) of this AD, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 727-27-0234, dated November 10, 2005.

(1) Measure the freeplay of the left and right outboard aileron balance tabs and of the upper and lower rudder tabs, and do applicable related investigative and corrective actions if necessary.

- (2) Lubricate the hinge bearings and rod end bearings of the outboard aileron balance tabs.

Concurrent Repetitive Cycles

(h) If a freeplay measurement required by paragraph (g)(1) of this AD and a lubrication cycle required by paragraph (g)(2) of this AD are due at the same time or will be done during the same maintenance visit, the freeplay measurement and applicable related investigative and corrective actions must be done before the lubrication.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(j) You must use Boeing Special Attention Service Bulletin 727-27-0234, dated November 10, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on June 15, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5652 Filed 6-26-06; 8:45 am]

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CORRECTION: There is a mistake in the manufacturer's name of AD 2006-13-17, Federal Register (FR), page 36673, 2nd column, June 28, 2006. The correct name should be "Boeing". We've corrected this copy and will publish a correction to the FR in the near future.

2006-13-17 Boeing: Amendment 39-14670. Docket No. FAA-2006-25175; Directorate Identifier 2006-NM-099-AD.

Effective Date

- (a) This AD becomes effective July 13, 2006.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Boeing Model 757-200 series airplanes, certificated in any category; modified by Supplemental Type Certificate (STC) SA979NE, having serial numbers identified in PATS Aircraft Service Bulletin SA979NE-28-SB-28-IR, dated April 3, 2006.

Unsafe Condition

- (d) This AD results from a re-evaluation of the floor structure and cargo barriers conducted by the STC holder. We are issuing this AD to prevent structural overload of the auxiliary fuel tank support structure, which could cause the floor beams to fail, damaging the primary flight controls and the auxiliary power unit fuel lines that pass through the floor beams, resulting in loss of control of the airplane. We are also issuing this AD to prevent structural overload of the cargo barriers, which could cause the barriers to fail, allowing the cargo to shift, resulting in damage to the auxiliary fuel tanks, residual fuel leakage, and consequent increased risk of a fire.

Compliance

- (e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletin References

- (f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions and Maintenance Requirements of PATS Aircraft Service Bulletin SA979NE-28-SB-28-IR, dated April 3, 2006.

Deactivation of the Auxiliary Fuel System and Revised Cargo Weight Limits

(g) Within 30 days after the effective date of this AD: Do the actions in paragraphs (g)(1) and (g)(2) of this AD. Thereafter, do the actions in paragraphs (h) and (i) of this AD at the times specified in those paragraphs.

(1) Deactivate the auxiliary fuel system by doing all of the actions specified in Part III and all of the actions for the applicable airplane configuration specified in Part IV of the service bulletin.

(2) Revise the Limitations section of the Boeing 757-200 Airplane Flight Manual (AFM) to include revised maximum cargo weight limits specified in the applicable AFM supplement identified in Table 1 of this AD. Operate the airplane according to the limitations in the AFM supplements.

TABLE 1.—APPLICABLE AFM SUPPLEMENTS FOR REVISED CARGO WEIGHT LIMITS

For airplanes having S/Ns—	Use PATS Aircraft AFM supplement—
29025, 29026, 29027, and 29028 (STC Configuration F, which has been upgraded to Configuration H)	142, dated May 31, 2006.
24923 (STC Configuration A)	143, dated May 31, 2006.
25155 and 25220 (STC Configuration C & D)	144, dated May 31, 2006.
28463 (STC Configuration E)	145, dated May 31, 2006.
22690 and 25487 (STC Configuration B & G)	146, dated May 31, 2006.

Repetitive Venting of the Built-Up Pressure in the Auxiliary Fuel Tanks

(h) After deactivating the auxiliary fuel system as specified in paragraph (g) of this AD: Following each flight, vent the auxiliary fuel tanks by doing all of the actions specified in paragraph A. of Part V of the service bulletin.

Repetitive Draining of the Fuel Tank Sumps for Residual Fuel

(i) At intervals not to exceed 100 flight cycles following deactivation of the auxiliary fuel system, as specified in paragraph (g) of this AD: Drain the auxiliary fuel tank sumps to remove any built-up residual fuel by doing all of the actions specified in paragraph B. of Part V of the service bulletin.

Special Flight Permits

(j) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the airplane can be modified, provided the airplane is operated with the auxiliary fuel tanks empty.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, New York Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(I) You must use PATS Aircraft Service Bulletin SA979NE-28-SB-28-IR, dated April 3, 2006, and the applicable PATS Aircraft supplement to the Boeing 757-200 Airplane Flight Manual identified in Table 2 of this AD, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise.

**TABLE 2.—AIRPLANE FLIGHT MANUAL SUPPLEMENTS
FOR INCORPORATION BY REFERENCE**

PATS Aircraft airplane flight manual supplement—	Dated—
142	May 31, 2006.
143	May 31, 2006.
144	May 31, 2006.
145	May 31, 2006.
146	May 31, 2006.

The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact PATS Aircraft, LLC, Product Support, 21652 Nanticoke Avenue, Georgetown, DE 19947, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on June 15, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5702 Filed 6-27-06; 8:45 am]

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2006-13-18 McDonnell Douglas: Amendment 39-14671. Docket No. FAA-2006-24430; Directorate Identifier 2006-NM-048-AD.

Effective Date

- (a) This AD becomes effective August 9, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to McDonnell Douglas Model DC-9-31, DC-9-32, DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51 airplanes, certificated in any category; as identified in Boeing Service Bulletin DC9-28-214, dated December 16, 2005.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent point-contact arcing or filament heating in the fuel tank, which, in the event of a short or ground fault inside the fuel tank, could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation

(f) Within 60 months after the effective date of this AD, install a bonding jumper from the boost pump volute to the fuel tank structure, and do all applicable related investigative and corrective actions before further flight; by doing all the actions specified in the Accomplishment Instructions of Boeing Service Bulletin DC9-28-214, dated December 16, 2005.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Los Angeles Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(h) You must use Boeing Service Bulletin DC9-28-214, dated December 16, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on June 22, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5871 Filed 7-3-06; 8:45 am]

BILLING CODE 4910-13-P

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2006-14-01 Airbus: Amendment 39-14672. Docket No. FAA-2005-22524; Directorate Identifier 2005-NM-135-AD.

Effective Date

- (a) This AD becomes effective August 9, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to all Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, -213, -311, -312, and -313 airplanes; and Model A340-541 and -642 airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from a report that an emergency escape slide/slide raft (referred to hereafter as a "slide/raft") failed to deploy properly during a deployment test. We are issuing this AD to detect and correct improper routing of the electrical harnesses of certain slide/rafts, which could prevent proper deployment of the slide/raft and delay evacuation of passengers and flightcrew during an emergency.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspections and Corrective Actions

(f) Within 1,700 flight hours after the effective date of this AD: Inspect certain crew/passenger doors as required by paragraph (f)(1) or (f)(2), as applicable, of this AD to determine if slide/rafts having certain part numbers (P/Ns) are installed. A review of airplane maintenance records is acceptable in lieu of this inspection if the presence of the subject slide/rafts can be conclusively determined from that review.

(1) For Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes and Model A340-211, -212, -213, -311, -312, and -313 airplanes: On both right- and left-hand sides, inspect to determine the P/N of the slide/rafts of crew/passenger doors 1 and 4, and—only if it is a type 1 door—crew/passenger door 3. If crew/passenger door 3 is not a type 1 door, it is not subject to any requirement of this AD.

(i) If a slide/raft does not have P/N 7A1508-() or 7A1509-(), no further action is required for that slide/raft by this paragraph.

(ii) If a slide/raft has P/N 7A1508-() or 7A1509-(), within 1,700 flight hours after the effective date of this AD, perform a general visual inspection of the electrical harness of that slide/raft and reroute the harness, as applicable, in accordance with paragraphs 4.2 through 4.2.4 of Airbus All Operators Telex (AOT) A330-25A3272, Revision 02; or Airbus AOT A340-25A4259, Revision 02, both dated June 1, 2005, as applicable.

(2) For Model A340-541 and -642 airplanes: On both right- and left-hand sides, inspect to determine the P/N of the slide/rafts of crew/passenger doors 1 and 4.

(i) If a slide/raft does not have P/N 7A1508-(), no further action is required for that slide/raft by this paragraph.

(ii) If a slide/raft has P/N 7A1508-(), within 1,700 flight hours after the effective date of this AD, perform a general visual inspection of the electrical harness of that slide/raft and reroute the harness, as applicable, in accordance with paragraphs 4.2 through 4.2.4 of Airbus AOT A340-25A5091, Revision 02, dated June 1, 2005.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Actions Accomplished According to Previous Issues of AOTs

(g) Actions accomplished before the effective date of this AD in accordance with the Airbus AOTs listed in Table 1 of this AD, as applicable, are considered acceptable for compliance with the corresponding actions specified in paragraph (f) of this AD.

TABLE 1.—PREVIOUS ISSUES OF AOTS

Airbus AOT	Revision level	Date
A330-25A3272 ¹	Original	March 17, 2005.
A330-25A3272-2005 ¹	01	March 24, 2005.
A340-25A4259 ²	Original	March 17, 2005.
A340-25A4259-2005 ²	01	March 24, 2005.
A340-25A5091 ³	Original	March 17, 2005.
A340-25A5091-2005 ³	01	March 24, 2005.

¹ For Model A330-200 and -300 series airplanes.

² For Model A340-200 and -300 series airplanes.

³ For Model A340-541 and -642 airplanes.

Parts Installation

(h) After the effective date of this AD, no person may install any slide/raft having P/N 7A1508-() or 7A1509-() on any airplane unless the electrical harness of that slide/raft is determined to be properly routed in accordance with the requirements of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) French airworthiness directive F-2005-077, dated May 11, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use the service information specified in Table 2 of this AD, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise.

TABLE 2.—MATERIAL INCORPORATED BY REFERENCE

Airbus All Operators Telex	Revision level	Date
A330-25A3272	02	June 1, 2005.
A340-25A4259	02	June 1, 2005
A340-25A5091	02	June 1, 2005.

The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on June 23, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5944 Filed 7-3-06; 8:45 am]

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2006-14-02 Airbus: Amendment 39-14673. Docket 2002-NM-247-AD.

Applicability

Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313 airplanes, certificated in any category; having a date of issuance of the original French standard Airworthiness Certificate or the date of issuance of the original Export Certificate of Airworthiness of May 24, 2002, or earlier.

Compliance

Required as indicated, unless accomplished previously.

To prevent failure of the landing gear lengthening system, which could result in reduced controllability of the airplane on the ground during landing, accomplish the following:

All Operators Telex Reference

(a) The term "all operators telex," or "AOT," as used in this AD, means the Short-Term Action section of the following AOTs, as applicable:

(1) For Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes: Airbus A330 AOT 32A3151, dated March 26, 2002; and

(2) For Model A340-211, -212, -213, -311, -312, and -313 airplanes: Airbus A340 AOT 32A4189, dated March 26, 2002.

Lubrication

(b) At the later of the compliance times in paragraphs (b)(1) and (b)(2) of this AD: Lubricate the upper and lower shortening mechanism (SM) link of the main landing gear in accordance with paragraph 4.2.1 of the applicable AOT.

(1) Within 6 months after the date of issuance of the original French standard Airworthiness Certificate or the date of issuance of the original Export Certificate of Airworthiness.

(2) Within 700 flight hours or 60 days after the effective date of this AD, whichever occurs first.

(c) If, during the lubrication required by paragraph (b) of this AD, any corrective actions are required, do paragraph (c)(1) or (c)(2) of this AD, as applicable.

(1) If Airbus Modification 46904 has been accomplished, the corrective actions must be performed in accordance with paragraphs 4.2.2 and 4.3 of the applicable AOT.

(2) If Airbus Modification 46904 has not been accomplished, do the applicable inspection and all necessary corrective actions in accordance with paragraph 4.3 of the applicable AOT.

(d) If, during the lubrication required by paragraph (b) of this AD, there is noticeable resistance or blockage of the greaseway: Before further flight, do the applicable inspection and all necessary corrective actions in paragraphs (e) and (f) of this AD.

Inspections and Corrective Action

(e) For airplanes on which Airbus Modification 46904 has been incorporated that have a discrepant greaseway per paragraph (d) of this AD; and for airplanes on which Airbus Modification 46904 has not been incorporated that do not have a discrepant greaseway: Before further flight following the lubrication required by paragraph (b) of this AD, do a general visual inspection for clearance of the end caps of the SM8 pin, and the presence of the split pin, the nut, the end caps, and the bolts; in accordance with paragraph 4.2.2 of the applicable AOT.

(1) If the combined gap of both end caps to the outer flanges of the bushes in the lower SM is less than 0.75 mm: Within 700 flight hours after the general visual inspection, make all necessary repairs and unblock any blocked greaseway, in accordance with paragraphs 4.2.2 and 4.3 of the applicable AOT.

(2) If the inspection required by paragraph (e) of this AD reveals a migration of the SM8 pin end caps to a gap of 0.75 mm to 3.0 mm: Within 20 flight cycles after the general visual inspection, unblock any blocked greaseway in accordance with paragraph 4.3 of the applicable AOT, and repeat the inspection required by paragraph (e) of this AD at intervals not to exceed 20 flight cycles until the action in paragraph (e)(3) is accomplished.

(3) If the inspection required by paragraph (e) of this AD reveals a migration of the SM8 pin end caps to a gap of 3.0 mm or greater: Before further flight, remove the SM8 pin, and perform a general visual inspection of the SM upper link, SM lower link, and SM8 pin for damage or blockage, and make all necessary repairs before further flight in accordance with paragraph 4.3 of the applicable AOT.

Note 1: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop light and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Detailed Inspections and Corrective Actions

(f) If no noticeable resistance or blockage of the greaseway is noted during the lubrication required by paragraph (b) of this AD: Within 700 flight hours after the effective date of this AD, do a detailed inspection of the SM8 pin for damage or corrosion; unblock any blocked greaseway; and replace any damaged or corroded pin with a new part; in accordance with paragraph 4.2.2 of the applicable AOT.

Note 2: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

No Reporting Requirements

(g) Although the AOTs referenced in this AD specify to report inspection results to the manufacturer, this AD does not include such a requirement.

Alternative Methods of Compliance

(h)(1) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Note 3: The subject of this AD is addressed in French airworthiness directives 2002-262(B) R1, and 2002-265(B) R2, both dated January 8, 2003.

Incorporation by Reference

(i) Unless otherwise specified in this AD, the actions must be done in accordance with Airbus A330 All Operators Telex 32A3151, dated March 26, 2002; and Airbus A340 All Operators Telex 32A4189, dated March 26, 2002; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of this service information, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. To inspect copies of this service information, go to the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Effective Date

(j) This amendment becomes effective on August 9, 2006.

Issued in Renton, Washington, on June 22, 2006.
 Kalene C. Yanamura,
 Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
 [FR Doc. 06-5943 Filed 7-3-06; 8:45 am]
 BILLING CODE 4910-13-P

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2006-14-03 Honeywell International Inc. (formerly AlliedSignal Inc., Garrett Engine Division; Garrett Turbine Engine Company; and AiResearch Manufacturing Company of Arizona):
Amendment 39-14674. Docket No. FAA-2006-23704; Directorate Identifier 2006-NE-02-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 9, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Honeywell International Inc. TPE331-1, -1U, -1UA, -2, -2UA, -3U, -3UW, -3W, -5, -5A, -5AB, -5B, -5U, -6, -6A, -6U, -8, -8A, -9, -9U, -10, -10A, -10AV, -10B, -10G, -10GP, -10GR, -10GT, -10J, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UJ, -10UK, -10UR, -11U, -11UA, -12, -12B, -12JR, -12UA, -12UAR, -12UER, and -12UHR series turboprop and TSE331-3U model turboshaft engines. These engines are installed on, but not limited to, the following aircraft:

Manufacturer	Airplane model
Aero Planes, LLC (formerly McKinnon Enterprises)	G-21G.
Allied AG Cat Productions (formerly Schweizer)	G-164 series.
Ayres	S-2R series.
British Aerospace Ltd (formerly Jetstream)	3201 series, and HP.137 Jetstream MK.1.
Cessna Aircraft Company	441 Conquest.
Construcciones Aeronauticas, s.a. (CASA)	C-212 series.
DeHavilland	DH104 series 7AXC (Dove).
Dornier	228 series.
Fairchild	SA226 AND SA227 series (Swearingen Merlin and Metro series).
Grumman American	G-164 series.
Mitsubishi	MU-2B series (MU-2 series).
Pilatus	PC-6 series (Fairchild Porter and Peacemaker).
Polskie Zaklady Lotnicze Spolka (formerly Wytwornia Sprzetu Komunikacyjnego).	PZL M18, PZL M18A, PZL M18B.
Prop-Jets, Inc.	400.
Raytheon Aircraft (formerly Beech)	C45G, TC-45G, C-45H, TC-45H, TC-45J, G18S, E18S-9700, D18S, D18C, H18, RC-45J, JRB-6, UC-45J, 3N, 3NM, 3TM, B100, C90, and E90.

Manufacturer	Airplane model
Shorts Brothers and Harland, Ltd.	SC7 (Skyvan) series.
Thrush (Rockwell Commander)	S-2R.
Twin Commander (Jetprop Commander)	680 and 690 series.
Manufacturer	Helicopter Model
Sikorsky	S-55 series (Helitec Corp. S55T).

Unsafe Condition

(d) This AD results from several reports of uncontained turbine rotor separation on engines used in special-use operations. We are issuing this AD to prevent uncontained failure of the turbine rotor due to low-cycle-fatigue (LCF), and damage to the aircraft.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Turbine Rotors Installed Before the Effective Date of This AD

(f) For turbine rotors installed before the effective date of this AD, and currently or previously used in special-use operations:

(1) Within 100 major cycles-in-service after the effective date of this AD, or upon removal of the turbine rotor(s) from the engine, whichever occurs first, do the following:

(i) Determine the total equivalent cycles accrued for turbine rotors. Use paragraph 2.A. of the Accomplishment Instructions of the applicable Honeywell Alert Service Bulletin (ASB) for your model engines listed in the following Table A, to make the determination.

TABLE A.—HONEYWELL ASBS FOR DETERMINING TOTAL EQUIVALENT CYCLES

For engines	Use ASB No.	Turbine rotor removal schedule
(A) TPE331-1 through -6 series and TSE331-3U model.	TPE331-A72-2111, dated November 12, 2002	Use ASB Table 1.
(B) TPE331-8 through -9 series	TPE331-A72-2123, dated February 8, 2006	Use ASB table 1.
(C) TPE331-10 through-11 series	TPE331-A72-2130, dated September 27, 2005	Use ASB Table 1.
(D) TPE331-12 series	TPE331-A72-2131, dated September 27, 2005	Use ASB Table 1.

(ii) If you are unable to determine equivalent cycles for prior special-use operations due to the absence of actual data regarding the number of takeoffs and landings per major cycle, you must use a onetime ratio of six takeoffs and landings per major cycle to estimate prior special-use equivalent cycles for each turbine rotor.

(iii) For each turbine rotor affected on the Life Limited Part Log Card, record the total equivalent cycles accrued, as determined in paragraphs (f)(1)(i) and (f)(1)(ii) of this AD, by complying with the recording requirements for your model engine listed in the following Table B:

TABLE B.—SERVICE BULLETINS (SBS) FOR RECORDING TOTAL EQUIVALENT CYCLES

For engines	Record using
(A) TPE331–1 through –6 series and TSE331–3U model	Honeywell SB No. TPE/TSE331–72–0019, Revision 22, dated May 16, 2001.
(B) TPE331–8 through –9 series	AlliedSignal SB No. TPE331–72–0117, Revision 11, dated November 13, 1997.
(C) TPE331–10 through –11 series	Honeywell SB No. TPE331–72–0180, Revision 31, dated November 7, 2003.
(D) TPE331–12 series	Honeywell SB No. TPE331–72–0476, Revision 27, dated September 17, 2003.

(2) Remove from service turbine rotors affected by paragraph (f) of this AD using the applicable Turbine Rotor Removal Schedule in Table A of this AD, or, within nine months after the effective date of this AD, whichever occurs later.

Used Turbine Rotors Installed On or After the Effective Date of this AD

(g) For used turbine rotors installed on or after the effective date of this AD, and currently or previously used in special-use operations:

(1) Before further flight, determine and record total equivalent cycles using paragraphs (f)(1)(i) through (f)(1)(iii) of this AD.

(2) Remove from service, turbine rotors affected by paragraph (g) of this AD using the applicable Turbine Rotor Removal Schedule in Table A of this AD.

New (Zero Cycles) Turbine Rotors Installed On or After the Effective Date of This AD

(h) For all new (zero cycles) turbine rotors installed on or after the effective date of this AD used in special-use operations:

(1) Use the new counting method by counting and recording minor and major cycles when accrued, and determine equivalent cycles by the method described in paragraphs (f)(1)(i) and (f)(1)(iii) of this AD.

(2) Using the ratio of six takeoffs and landings per major cycle for unknown cycle history, as referenced in paragraph (f)(1)(ii) of this AD, is not permitted.

Definitions

(i) An engine used in special-use operations is defined as an engine that accrues major and minor cycles and is installed in an aircraft that makes multiple takeoffs and landings without engine shutdown.

(j) Total equivalent cycles, is that combination of major and minor cycles as specified in the Honeywell ASBs listed in Table A of this AD.

(k) Total equivalent cycle life limits listed in the ASBs, are the cycle life limits specified in the SBs listed in Table B of this AD.

(l) The "recording of total equivalent cycles on the Life Limited Part Log Card" is that same procedure specified for "accumulated cycles" or "total cycles" in the SBs listed in Table B of this AD.

(m) "Turbine rotors" include first, second, and third stage seal plates, air seals, rotor disks, wheels, and assemblies, and are parts that have part numbers specified in the ASBs listed in Table A of this AD.

(n) A major cycle is an engine start, takeoff, landing, and shutdown.

(o) A minor cycle, which occurs within a major cycle, is an additional landing with an engine speed reduction to ground idle with no engine shutdown followed by a takeoff.

(p) A "used turbine rotor" is a turbine rotor whose cycles-since-new are more than zero.

Alternative Methods of Compliance

(q) The Manager, Los Angeles Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(r) You must use the service information specified in Table C of this AD to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table C of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Honeywell Engines, Systems & Services, Technical Data Distribution, M/S 2101-201, P.O. Box 52170, Phoenix, AZ 85072-2170; telephone: (602) 365-2493 (General Aviation); (602) 365-5535 (Commercial); fax: (602) 365-5577 (General Aviation and Commercial) for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

TABLE C.—INCORPORATION BY REFERENCE

Service Bulletin (SB)	Page	Revision	Date
Honeywell SB No. TPE/TSE331-72-0019 Total Pages: 16	1	22	May 16, 2001.
	2-11	21	March 3, 2000.
	12	22	May 16, 2001.
	13-16	21	March 3, 2000.
AlliedSignal SB No. TPE331-72-0117 Total Pages: 10	1	11	November 13, 1997.
	2	9	May 24, 1995.
	3-10	11	November 13, 1997.
Honeywell SB No. TPE331-72-0180 Total Pages: 54	1	31	November 7, 2003.
	2-3	29	August 23, 2002.
	4-5	31	November 7, 2003.
	6-7	29	August 23, 2002.
	8-13	31	November 7, 2003.
	14	27	February 23, 2001.
	15-17	31	November 7, 2003.
	18	27	February 23, 2001.
	19	31	November 7, 2003.

Service Bulletin (SB)	Page	Revision	Date
Honeywell SB No. TPE331-72-0180 (<i>continued</i>)	20	29	August 23, 2002.
Total Pages: 54	21	31	November 7, 2003.
	22-24	29	August 23, 2002.
	25	31	November 7, 2003.
	26	29	August 23, 2002.
	27-54	31	November 7, 2003.
Honeywell SB No. TPE331-72-0476	1-2	27	September 17, 2003.
Total pages: 46	3	25	May 24, 2002.
	4	27	September 17, 2003.
	5	25	May 24, 2002.
	6	27	September 17, 2003.
	7-14	25	May 24, 2002.
	15	26	July 26, 2002.
	16-22	25	May 24, 2002.
	23-27	27	September 17, 2003.
	28-32	25	May 24, 2002.
	33	26	July 26, 2002.
	34	25	May 24, 2002.
	35	27	September 17, 2003.
	36	25	May 24, 2002.
	37-41	27	September 17, 2003.
	42	25	May 24, 2002.
	43	27	September 17, 2003.
	44	25	May 24, 2002.
	45	27	September 17, 2003.
	46	25	May 24, 2002.
Alert Service Bulletin (ASB)	Page	Revision	Date
Honeywell ASB No. TPE331-A72-2111	ALL	Original	November 12, 2002.
Total Pages: 12			
Honeywell ASB No. TPE331-A72-2123	ALL	Original	February 8, 2006.
Total Pages: 12			
Honeywell ASB No. TPE331-A72-2130	ALL	Original	September 27, 2005.
Total Pages: 16			
Honeywell ASB No. TPE331-A72-2131	ALL	Original	September 27, 2005.
Total Pages: 14			

Issued in Burlington, Massachusetts, on June 26, 2006.

Francis A. Favara,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

U.S. Department
of Transportation
**Federal Aviation
Administration**



2006-14-06 Airbus: Amendment 39-14677. Docket No. FAA-2006-24367; Directorate Identifier 2006-NM-041-AD.

Effective Date

- (a) This AD becomes effective August 11, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Airbus Model A300 F4-605R and F4-622R airplanes and Model A300 C4-605R Variant F airplanes, certificated in any category; on which Airbus Modification 08909 has been done in production; except airplanes on which Airbus Modification 12980 has been done in production.

Unsafe Condition

(d) This AD results from an analysis that revealed that airplanes equipped with Airbus Modification 08909 had a concentration of loads higher than expected in the fuselage zone (high stress) at the lavatory venturi installation in the nose section, which could be the origin of cracks that developed in the fuselage skin and propagated from the edge of the air vent hole. We are issuing this AD to prevent fatigue cracking of the fuselage skin, which could result in loss of the structural integrity of the fuselage and consequent rapid depressurization of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Modification/Investigative Action

(f) Before the accumulation of 16,900 total flight cycles since first flight of the airplane: Modify the fuselage zone at the lavatory venturi installation area between frame (FR) 12 and FR 12A on the left-hand side of the nose section and do the related investigative action by accomplishing all the actions specified in the Accomplishment Instructions of Airbus Service Bulletin A300-53-6151, Revision 01, dated April 21, 2006.

Corrective Action

(g) If any crack is found during the inspection required by this AD and Airbus Service Bulletin A300-53-6151, Revision 01, dated April 21, 2006, specifies to contact Airbus for crack repair: Before

further flight, repair the crack using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (or its delegated agent).

Acceptable for Compliance

(h) Accomplishment of the actions required by paragraph (f) of this AD before the effective date of this AD in accordance with Airbus Service Bulletin A300-53-6151, dated December 2, 2005, is acceptable for compliance with the requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) French airworthiness directive F-2006-030, dated February 1, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use Airbus Service Bulletin A300-53-6151, Revision 01, dated April 21, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on June 28, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-6003 Filed 7-6-06; 8:45 am]

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